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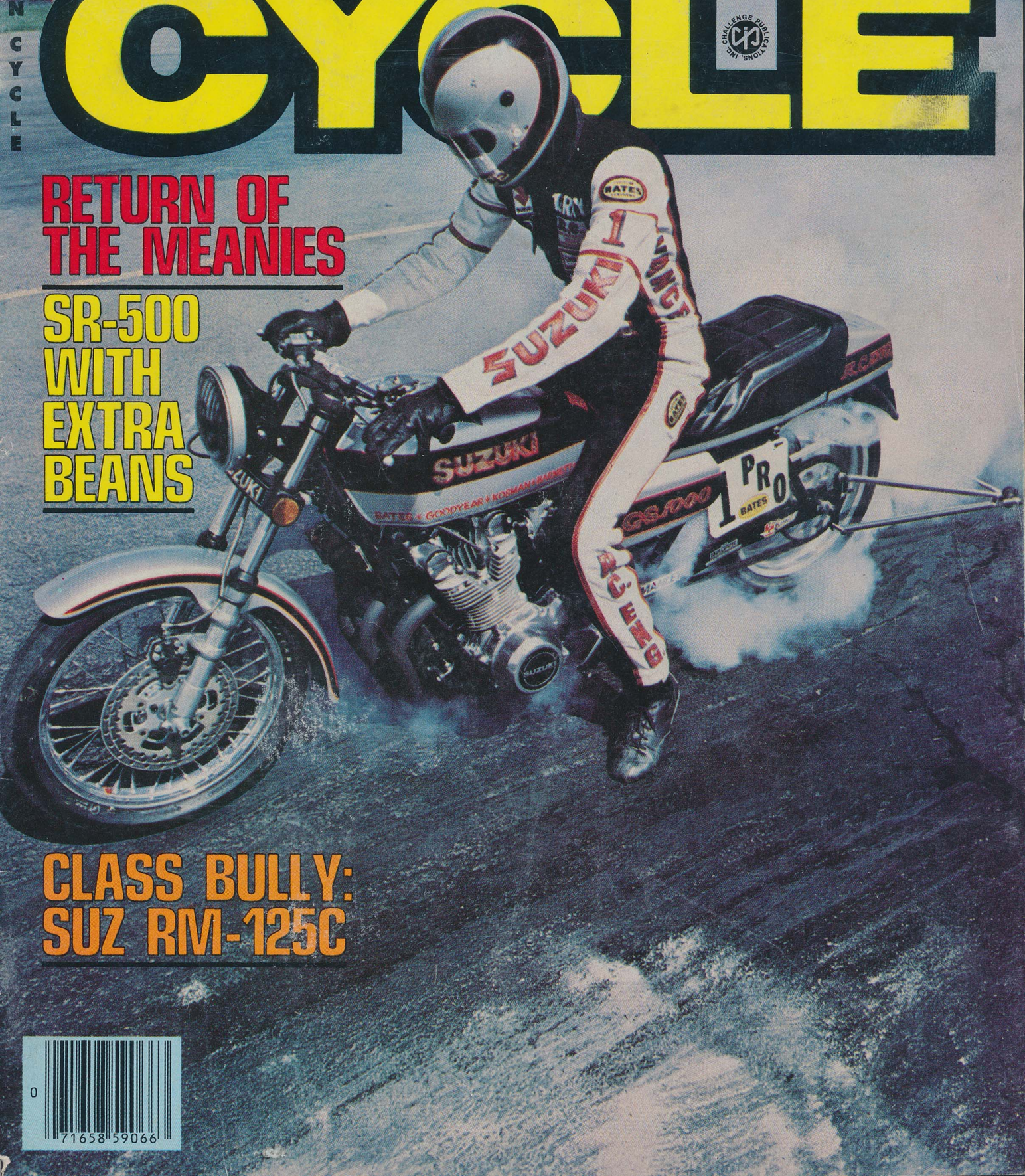
MODERN CYCLE



RETURN OF THE MEANIES

SR-500 WITH EXTRA BEANS

MODERN CYCLE

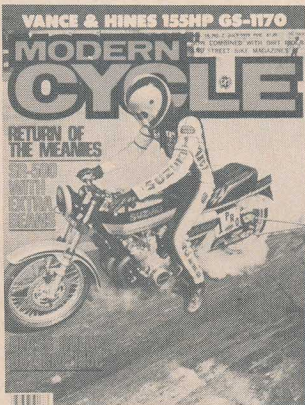


CLASS BULLY: SUZ RM-125C



MODERN CYCLE

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ON THE COVER: Terry Vance warming up the skins on the Vance and Hines-RC Engineering GS-1000 plus. Photo by Dan Fitzgerald. Photo by Jeff Peck.

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TESTS

- 24 **PUCH CAFE RACER**
Are you ready for 50cc?
- 27 **CLASS BULLY**
Suzuki RM-125C
- 36 **SON OF NEW BLUE**
Yamaha IT-250E
- 44 **RETURN OF THE MEANIES**
Kawasaki KX250A-4

FEATURES

- 18 **EXTRA! EXTRA!**
More beans for the SR-500
- 21 **SUPERBOWL PREVIEW**
Annual spectacle
- 26 **DIRT WERKES STAND**
Evaluation
- 32 **BUILDING A WINNER**
RC Pro Stocker
- 41 **YOSHIMURA WITH LOVE**
Go fast goodies

- 49 **JEFF'S Z**
With a touch of GSM
- 70 **O'NEAL TWO STAGE FILTERS**
Evaluation
- 73 **MARCO PIN PULLER**
It's all in the wrist

TECHNICAL

- 67 **DERALE OIL COOLER**
Installation
- 71 **DICK'S CYCLE WEST PIPE**
For the GS-1000

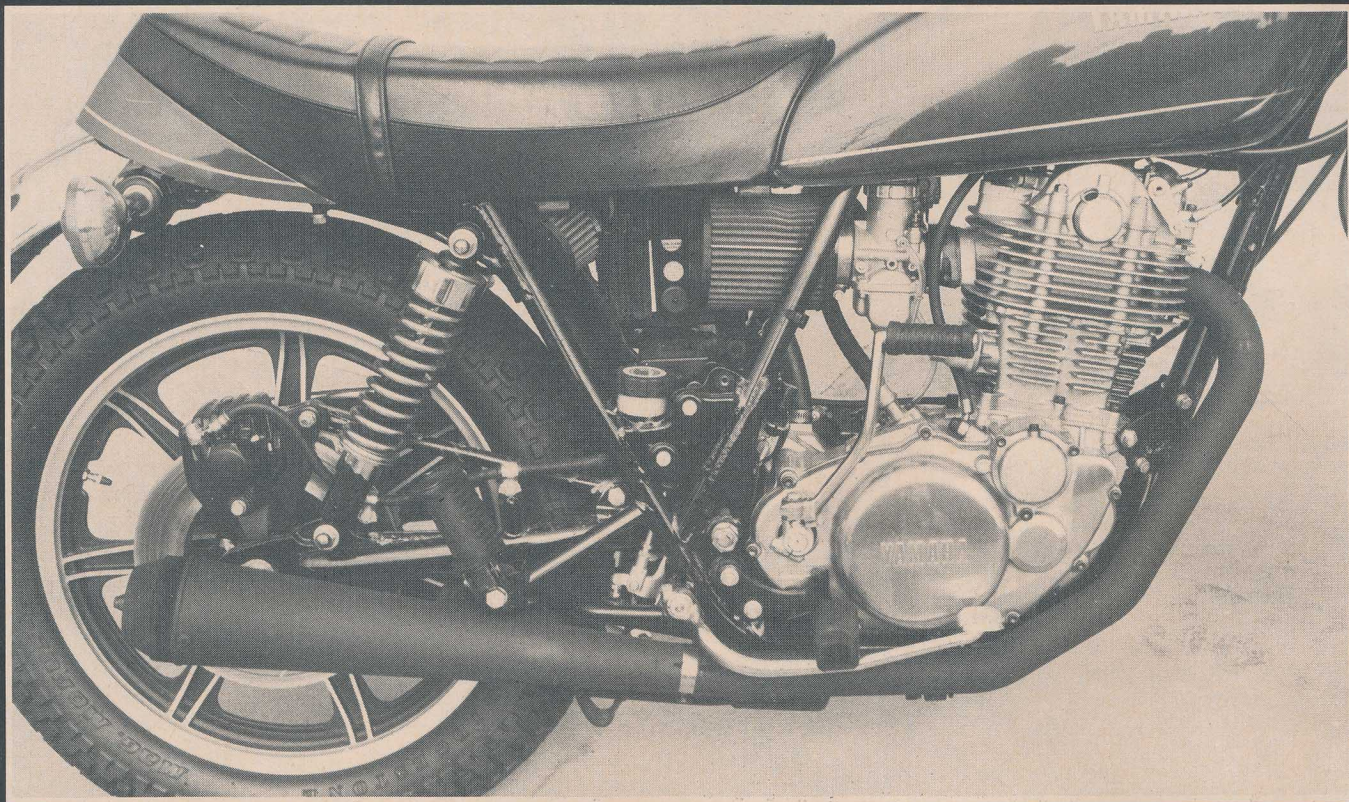
COMPETITION

- 52 **SUPERCROSS**
Hannah vs. Honda
- 60 **STONE MOUNTAIN ENDURO**
Georgia Crackers
- 63 **GNC: AMATEUR BIGGIE**
In the Astrodome



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Low Cost... High Output



EXTRA! EXTRA! SR500

By Jeff Peck

For some reason I have this uncontrollable desire to do strange things to motorcycles. No, nothing like that! What do you think I am, kinky? I just like to try and make them go faster.

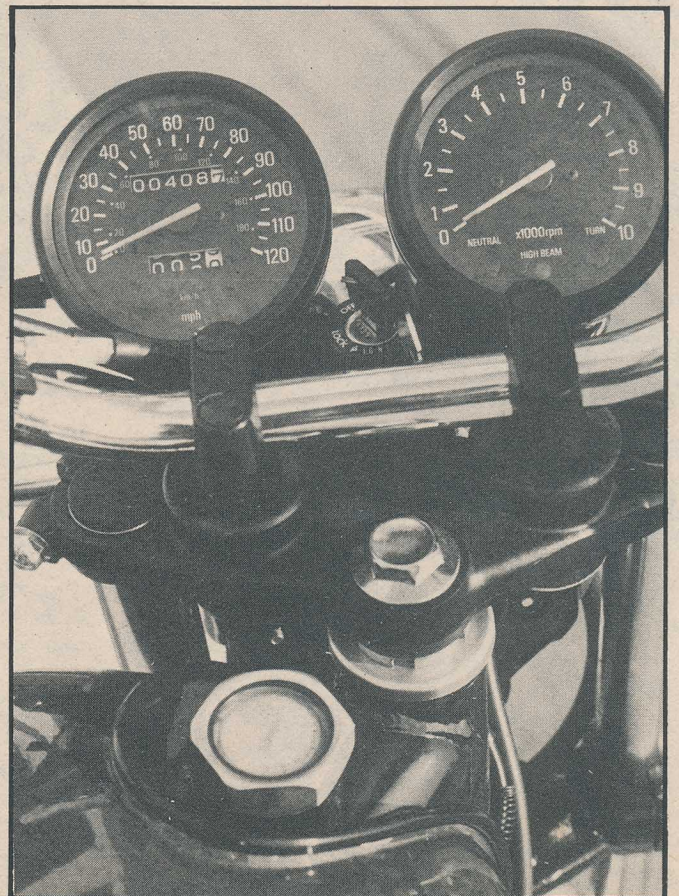
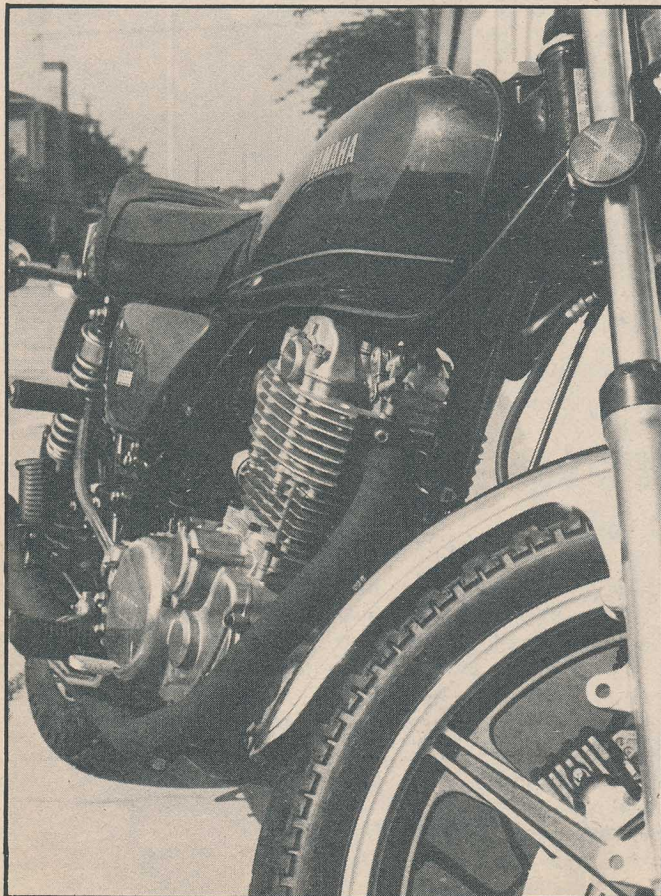
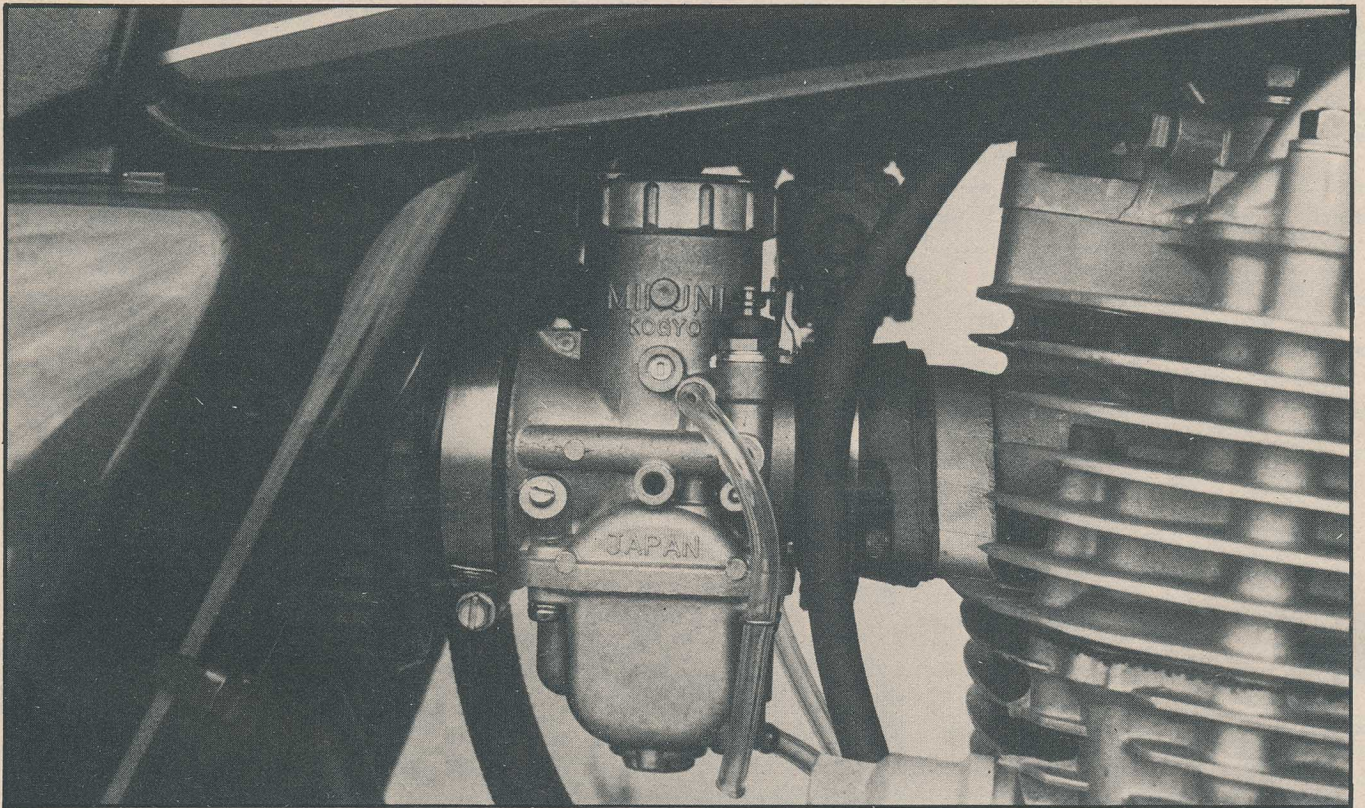
This desire is usually carried out on regular test bikes of the four cylinder variety. But this time I had a chance to play with something really different, a single cylinder four stroke. As a matter of fact the Yamaha SR500.

Most people who are familiar with motorcycles know the SR is simply a street version of the popular TT/XT500 dirt bikes. The SR has had the mag wheel/disc brake treatment done to it which makes it a very good looking street machine. The only thing it lacks is some hair. The additional weight of the street equipment has made the bike sort of sluggish. Our objective was to turn that slug into a punch.

Our first move was to find someone who had a very good reputation for making the TT500's into very fast racers. This wasn't hard to do. Ned knew of the right people the minute I mentioned what I wanted, White Bros. I didn't tell him that I wanted some white brothers, he told me the White Bros. made the best TT500 performance packages around. After a moment of confusion we were back on the track.

A simple telephone call provided us with all of the information about the SR500 kit. It seems they had already anticipated the demand for this type of a performance package for this bike and it was simple enough to make it into a streetable item.

To keep things as simple and inexpensive as possible, we felt a simple replacement piston, instead of going for an overbore, was the hot set-up. Part of the performance package included a high compression, about 11:1, forged



piston. It slips right into the standard bore and requires no machining.

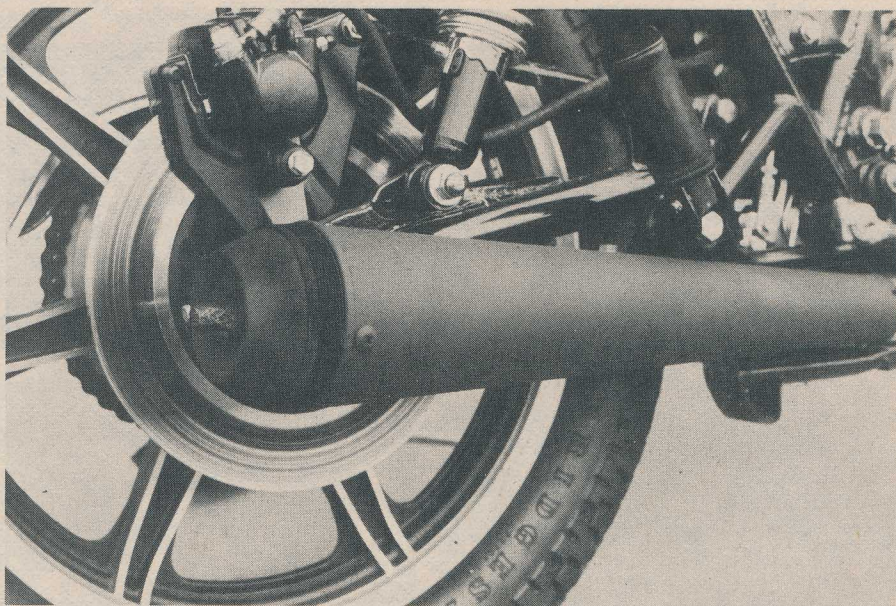
To make the gas get in and out in an increased volume a little more radical cam was installed. It's just enough to improve the performance without making the SR a pain to start and ride. No head work was done because of the cost factor. However, quality port work for the SR is available from the White Bros. and it does improve the performance of the 500cc motor.

On the intake side of the head a larger carb is used, 36mm Mikuni to replace the 34mm stocker and the stock air box is removed and replaced by a K&N air filter. This not only improves the air flow but saves some weight to boot.

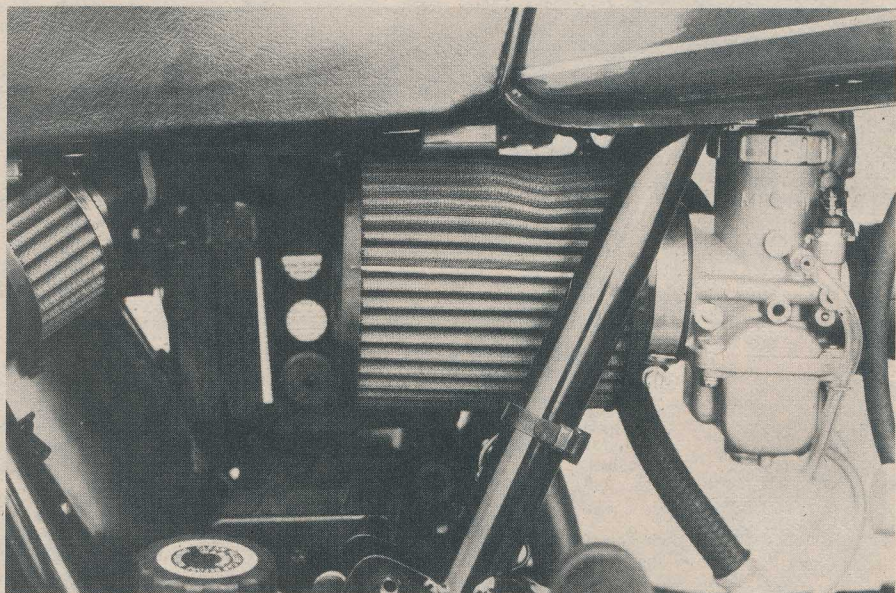
In their experimentation with the TT500's the White Bros. have found that there is one muffler that works better than any other on these four-stroke singles, it's the Super Trapp made by Disco Jet. For the dirt bikes it not only made them quiet it also was approved by the U.S. Forest Service as a spark arrester. While all of this is very nice the Super Trapp is also very tunable through the use of the little discs that make up the silencer.

Since this worked so well on the dirt bikes the White Bros. could see no reason for not using on the street bike. The only difference is the size of the muffler, it's a four-inch model. This not only works well but it is good looking.

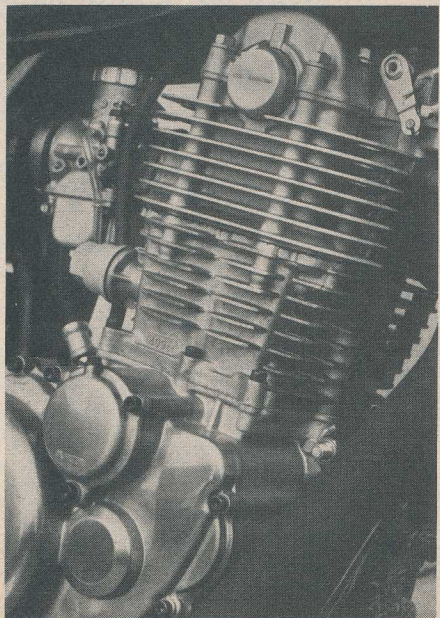
The White Bros. pipe is available in either chrome or black, we chose black because it looks faster, and tucks in very close to the bottom of the bike. This means more ground clearance on a bike that has almost unlimited ground clearance as it is. An additional feature for racing purposes only is a little meg-



Pipe delivers good ground clearance with an obvious weight savings.



Stock 34mm carb and air cleaner are replaced with this 36mm Mikuni and a K&N filter for improved air flow.



aphone that can be attached to the head pipe in place of the muffler. While this makes the bike very loud, it also gives the bike about 5 mph more on the top end.

Now that you know what went into the SR here's how the little bike ran, quickly. As a matter of fact the installation of this kit was good for a drop in ET's of almost a full second, down into the bottom part of the 13 second bracket.

While this doesn't make the SR500 a GS550 killer in a drag race it makes it into a very nice little canyon racer. The power you get is spread throughout the power range, improving the low end for better acceleration out of tight corners, very strong mid range performance for those wide sweepers

and a definite top end improvement.

Before this was done to the SR500, everyone agreed it was a fun bike to ride. With this performance addition a ride turns into a time to play as you whip the lightweight little machine around in the corners.

Four-stroke single fans can rejoice with the introduction of the SR500, they can throw a block party after they install this kit in their Yamaha. It turns a fun bike into a *REALLY* fun bike.

For further information on horsepower, contact:

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